TO LET HIM VIEW HIS SISTER'S BODY PRIVATELY.

Firm Declination Sent at Once by the Volunteers' Chief of Staff-10,000 Persons See the Dead Consul Lying in State-Her Funeral to Be Held To-day.

Ten thousand persons passed through Memorial Hall yesterday to view the body of Mrs. Emma Booth Tucker. Her husband, her children, the sorrowing members of the Salvation Army and a crowd of curious sightseers were there, but the person who in childhood was her favorite companion, Ballington Booth, was not there.

Commander Booth Tucker communicated with Ballington Booth early yesterday morning, explaining that as a private service for the family had been impossible on Sunday, owing to the full programme and the thousands of expectant persons who were waiting, a service exclusively for the family would be held at any time yesterday that Ballington Booth would suggest. To this communication, which was sent through Cal. Higgins, chief secretary of the Salvation Army, Col. J. W. Merrill, Ballington Booth's assistant, replied with this letter:

DEAR SIR; Your letter to Gen. Ballington Booth has been received, in which you say that if he wishes to privately view the body of his sister at Fourteenth street to-da you will exclude the public from the lying n state, as his doing so was "impossible" Carnegie Hall. After the inconsiderate and indifferent way in which Gen. Ballington Booth was treated yesterday at Carnegie Music Hall, it would not be wise for him to subject himself to further misunderstanding. Dur-

it would not be wise for him to subject himself to further misunderstanding. During the three-quarters of an hour he waited there, it would have been quite possible for you to have acceded to his, as also Mr. and Mrs. Herbert Booth's, request for a family gathering. He was at the hall under the understanding that you had been fully consulted, as also Commissioner Booth Tucker and Miss Eva Booth. His request was one perfectly natural to any brother—simply to pray with the members of the family for a brief time around the coffin.

He came purely in the spirit of sympathy and unofficially, as also did Mr. and Mrs. Herbert Booth. It was furthest from their thoughts to allude to any differences between the movements of the governments, and they felt that when the public was being allowed to participate in the obsequies of their sister, they, as members of the family, ad some rights. He would never have come near Caraegie Music Hall had he not been assured over the wire by your representatives that his request would have been respected. If this was not so, why was the condition made that Dr. Joslah Strong should not be there? Gen. Ballington Booth was told that his arrangements were acceded to, all but that point, and he immediately waived that wish in deference to the request of Miss Eva Booth and Commander Booth Tucker. In your letter of this morning you overlooked the express purpose of Gen. Ballington Booth's wist to Carnegie Hall. It was for a family gathering around the body and not merely to view the remains.

We regret this deplorable exhibition of the Salvation Army spirit, and we cannot advise Gen. Ballington Booth be charge of the funeral yesterday, refused to make known

Col. Higgins, who had charge of the funeral yesterday, refused to make known the letter he wrote to Ballington Booth.

"I have nothing to say about it. Ballington Booth can do whatever he wants about it," was all he would say about the Commander Booth Tucker refused to

talk and his officers were equally reticent.
"We are going to let the other side do the talking and make trouble if they de the talking and make trouble if they desire," said Col. Higgins. "The Commander has been put in a false light. He did have Ballington Booth notified of his sister's death as soon as we were informed. A letter detailing the arrangements for the funeral was sent to him, but miscarried or rather crossed him on his way to New York. He was then asked to speak if he cared to. During the funeral service he asked to speak and explain why he had asked to speak and explain why he had left the Salvation Army. That was not the place and time for such an explana-

"We are all grieved. This is no time for friction and ill feeling. The Consul's death has brought a loss to the world—she was a lover of peace, and those who love her and her memory will neither act nor speak nor feel in a spirit that will conduce to anger and ill feeling when we know she loved peace."

Herbert Booth made this statement:

she loved peace."

Herbert Booth made this statement:

With my dear sister's body still unburied. I refuse to say one word more than this. I have written Commander Booth Tucker my version and my feeling.

As an independent member of the family who resigned from the third position in the Army on account of conscientious reasons, which my father writes he believes are sincere, I attended the funeral services of my dear sister, and earnestly strove to be allowed the opportunity of expressing my own and my wife's sympathy. My brother, Ballington Booth, and his wife had also asked me to speak for them, and I desired also to represent my absent sister and her husband, Mr. and Mrs. Booth Clibbon, who are also working for Christ outside the Army.

I was perfectly sincere with my sympathy, and my ardent desire as an independent minister of the gospel to avoid before an unbelieving world this very difficulty which I foresaw. I regret that although I had pledged myself to avoid all controversial questions, that though my hymns were repeated and I was urged by my former commindes to come back to my former exalted position, permission was refused me to speak a word over my sister's casket, but I did my duty to the law of love, and to the family down which held me to my dear departed sister, and I must to all parties say that the responsibility for this lamentable episode does not lie with either my brother or myself. It is my ardent wish that no more be said about it, as it is unworthy of such service as God has helped our family to render to the world, and a sad contrast to the teachings of our sainted and precious mother. My actions have spoken; I will say no more.

The body of Mrs. Booth Tucker lay in state until 10 o'clock last night. Af er The body of Mrs. Booth Tucker lay in state until 10 o'clock last night. Af er business hours the crowd at Memorial Hall increased. The burial will be in Woodlawn Cemetery this morning, a special train leaving the Grand Central Station at 10:30 c'clock. The leading effects of the Country of o'clock. The leading officers of the Salva-tion Army and the members of the family will attend this ceremony.

FIVE PER CENT. BONDS OF 1904 Interest on Those Outstanding Will Cease on Feb. 2.

WASHINGTON, Nov. 2.-The Acting Secretary of the Treasury to-day issued a circular announcing that the principal and around interest of such of the 5 per cent onds of 1904 as may be outstanding on Feb. 2 of next year will be paid at the Treasury in Washington on that day and that the interest on these bonds will then cease. The 1904 bonds are now being redeemed by the Secretary as presented under the terms of the circular issued on Sept. 23 supposed to be to hasten the presentation of these heads. of these bonds for redemption, in order that funds may find their way from the Treasury to relieve the tightness of money in the New York market.

NON-MEM	BER BA	NK ST	ATE	MENT
The weekly a of this city, Je not members Association, bu members, is as	of the Ne	and Hobo	ken.	which are
Loans, discount	ts Oct. 31.	Oct. 24.	(hanges.
Circulation Net deposits	\$78,648,000 1,539,300	1 899 (W)	0 Dec	. 98,700
Deposits with C H. agents With banks and	\$0 101 500	\$8,769,500	Inc.	\$725,000
Legal tenders	8 3,385,300	2,856,900	Inc.	528,400
bank notes Specie	4 899 700	4,823,700 3,509,000		190,000 16,700
Total reserve Reserve requid	\$21,039,200 21,535,375	\$19,959,100 21,454,600	Inc.	\$1,080,100 83,775
Deficit	\$499,175	\$1,495,500	Dec.	\$996,825

DIVIDEND DECLARATIONS.

Native and term. Stock. Amt. Payable. annia Annia Sent 3 Nov. 5 Celtic Liverpool Oct. 30 Action Coal and Navigation St. Louis Southampton Oct. 31 Sent-annual Navigation Southampton Oct. 32 Sent-annual Navigation Oct. 30 Oct. 30

OFFER TO BALLINGTON BOOTH TO CURTAIL PIG IRON PRODUCT. THE FIRST IMPORT OF GOLD Further Reduction Ordered by Furnac

Men-Labor Troubles the Cause. PHILADELPHIA, Nov. 2.—Representatives of the producers of pig iron in the East held a meeting to-day in this city at which the unanimous sentiment was to continue the curtailment in the output of their product for at least another month.

A reduction of 20 per cent. was authorized for the month of October, but it was found to-day that the curtailment had actually reached 30 per cent. It was decided that this percentage in the reduction of the output should continue. It was pointed out that the season is a good one for repairs, and this may cause even a more general shut down of the iron producing plants. In speaking of the curtailment, one of the representatives said:

"This is principally the effect of the many tie-ups on buildings during the summer. Of course, the general curtailment of expenses on new work on the part of the railroads has had something to do with it, but the main cause has been the long tie-up on big buildings in the Eastern cities because of labor troubles. Furnace men are determined that they will not produce iron to stack it up in their yards, as they did some years ago."

It was said that furnace men in the Mahoning valley have made an actual reduction of nearly 50 per cent. during the past month.

SHIPBUILDING SUITS COMING. Mr. Schwab Declines to Say Anything

Except as a Witness. The report of Receiver Smith on the condition of the United States Shipbuilding Company was read with a great deal of interest in Wall Street yesterday.

It was stated that at least one and possibly more of the suits to recover from the vendors the stock which the receiver contends they got in excess of value received would be begun shortly. The most likely of these to be tried first is the suit contemplated against Mr. Schwab and the Bethlehem Steel Company. None of those accused in the receiver's report had anything to say yesterday. For Mr. Schwab this statement was made by a representative of his yesterday.

tive of his yesterday:
"Mr. Schwab will still continue to refuse
to make any statement until he is called to

to make any statement until he is called to the stand, when he will make an explanation that will be satisfactory."

The Shipbuilding inquiry was adjourned yesterday until Thursday morning. Mr. Wollman of counsel for the plaintiff bondholders said yesterday that several other witnesses would be called before Mr. Schwab. Mr. Nixon is still on the stand. Mr. Deming of Alexander & Green, who acted as counsel for John W. Young, the original promoter of the company, and were afterward counsel for the company, reeriginal promoter of the company, and were afterward counsel for the company, refused yesterday to make any comment on the receiver's charges except to say that there was another side which would be presented in due time.

No foundation could be discovered for a report that the vendors who received up salable stock in the company, and were afterward from the West and South yesterday, and heavy remittances were made by the local banks for this purpose. Through the Sub-Treasury there was transferred \$650.000 to New Orleans and \$200,000 to Chicago.

report that the vendors who received un-salable stock in the Shipbuilding Company in return for their plants were about to put in claims against the company before

MRS. O'BRIEN'S DOUBLE DEAD Five Men Identify the Other Woman as Her, but She Lives to Disprove It.

The young woman who was escorted by a man to the Pennsylvania House, Montgomery and Greene streets, Jersey City, early on Sunday morning, and who was found dead in bed ten hours later, had not been identified at Hughes's Morgue up to last night. The police are still looking for the man who left her at the hotel two hours after writing "D. Holland and wife" on the

after writing "D. Honand and who on the register.

The dead woman evidently had a double in Mrs. Margaret O'Brien, who lives in Henderson street. Four men, who indentified the body as that of Mrs. O'Brien on Sunday, were greatly surprised when they learned that Mrs. O'Brien didn't put much faith the their identifications. in their identifications.

Thomas Carey, an undertaker, called at

the morgue yesterday and looked at the body. He said that the dead woman bore a striking resemblance to Mrs. O'Brien. He wasn't satisfied that Mrs. O'Brien wasn't dead until he went to her house and heard her say that she was alive and happy.

MARINE INTELLIGENCE

MINIATURE ALMANAO-THIS DAY.

Arrived—Mondat, Nov. 2.

Ss La Champagne, Havre, Oct. 24.

Ss Gottfried Schenker, Trieste, Oct. 1.

Ss Alliança, Colon, Oct. 27.

Ss Carlebee, St. Kitts, Oct. 28.

Ss Cearense, Manoas, Oct. 16.

Ss Ponce, Ponce, Oct. 22.

Ss Navigator, Maracaibo, Oct. 24.

Ss Pretoria, Bermuda, Oct. 31.

Ss El Mar, Galveston, Oct. 26.

Ss Fulton, Wilmington, N. C., Oct. 30.

Ss Georgetown, Georgetown, S. C., Oct. 30.

Ss Rehmond, Baitimore, Oct. 31.

Ship Brynhilda, Hollo, May 16.

Bark Savola, Miragrane, Oct. 2. Arrived-Monday, Nov. 2.

ARRIVED OUT. Ss Kroonland, from New York at Antwerp. Ss Kalser Wilhelm der Grosse, from New York at Cherbourg.

Ss Minneapolis, from New York at London.
Ss Prinzess Irene, from New York at Gibraltar

SAILED FROM POREIGN PORTS.

OUTGOING !	STEAMSHIPS.	
Sail T	o-day.	
	Mails Close.	Vessels Sail.
K'nprinz Wilh'm, Bremen	11 30 A M	8 00 P M
Victorian, Liverpool	6 60 A 14	8 00 P M
Citta di Milano, Naples Oller, St. Kitts		11 00 A M 8 00 P M
El Rio, Galveston		12 00 M
Arapahoe, Charleston		3 00 P M
Alamo, Galveston		3 00 P M
Hamilton, Norfolk	********	3 00 P M
Sail To	morrow.	
Cedric, Liverpool	12 00 M	3 30 P M
Noordam, Rotterdam	9 30 A M	10 00 A M
Colorado, Hull	0.00 4.14	V 1474744
Segurança, Colon Comus, New Orleans	9 30 A M	1 00 P M 3 00 P M
Jefferson, Norfolk	*******	3 00 P M
New York, San Domingo.		3 00 P M
Satt Thursd	tay. Nov. 5.	1 22 2 22
La Touraine, Havre		10 00 A M
Prinz Oskar, Naples	********	10 00 A M
Numidian, Glasgow		11 00 A M
Rhein, Bremen		10 00 A M
Manuel Calvo, Cadiz		.171471711
Vigilancia, Havana Seneca, Tampico	8 00 A M 12 00 M	11 00 A M 3 00 P M
Prins der Nederlanden.	12 00 M	3 00 P M
Haytl		100 P M
Byron, Pernambuco	11 00 A M	100 P M
I Jomo, Yucatan	12 00 M	3 00 P M
El Mar, Galveston	** ** * * * * * *	3 00 P M
Apache, Charleston Monroe, Norfolk		8 00 P M
Modroe, Norrolk	********	3 00 P M

olk		***	•••		٠
IN	OMIN	0 81	EA	мвн	I
	Du	e To	-da	υ.	
		A	lgl	ers.	

3	Due To-day.
	LacromaOct. 9
B	ManzanilloLondonOct. 14
n	Brooklyn City Swansea Oc t. 15
r	Consuelo
e	Moltke Oct. 24
v	RotterdamOct. 24
y	CevicLiverpoolOct. 23
- 8	Ethlopia
- 3	Lampasas
	MaracalboPonceOct. 28 SeminoleJacksonvilleOct. 30
•	
8	MenomineeLondonOct. 24 PeninsularFayalOct. 23
e	Clenfuegos
e	Manuel Calvo Havana Oct. 30
e	ApacheJacksonvilleNov. 1
	Due To-morrow.
0	Majestic Liverpool Oct. 28 Finland Antwerp Oct. 24
ŏΙ	Mongolian Glasgow Oct. 24
õΙ	Friedrich der Grosse BremenOct. 25
	Gt. Quentin
. 1	SanturceJacksonvilleOct. 30
0	Valencia Port LimonOct. 26
,	Due Thursday, Nov. 5.
1	Vigilancia
١,	TitlanBarbadosOct. 28
31	Motka
- 1	ChalmetteNew OrleansOct. 30
0	El Dia New OrleansOct. 31
5 1	DenverOct. 31
- 1	Maracas TrinidadOct. 29
5	Baron DriesenAlgiersOct. 19
۱ ۰	Due Friday, Nov. 6.
- 1	El AlbaOct. 80
- 1	SabineGalvestonOct. 30
- 1	El DiaNew OrleansNov. 1
1	
. 1	Due Saturday, Nov. 7.
1	Campania Liverpool Oct. 31
	Cellic Liverpool

\$1,000,000 ENGAGED IN LONDON

BY THE CITY BANK. Further Violent Break in Sterling Exchange-Bankers Doubt if Imports Will Follow at Once-If They Do, Gold Likely to Come From the Continent.

There was a further violent break in sterling exchange yesterday which was followed by the announcement that the National City Bank had engaged for import \$1,000,000 in gold. The news, which was afterward confirmed by the bank, first came out in a despatch from London, which stated also that additional shipments to this side to the amount of \$1,000,000 would probably be made.

The decline in sterling, and in the foreign exchange market generally, has been in progress since the early part of last week, demand sterling being quoted on Monday at \$4.857. On Saturday the market broke heavily on a small volume of transactions, and at the opening yesterday morning business was for a time almost demoralized, demand sterling dropping to \$4.8425. At the close last night the market had steadied

somewhat.

This severe fall in exchange is due rather to a combination of circumstances than to any one cause. Large offerings of cotton and grain bills have been swollen by the addition of bills against purchases of securities by London and a more plentiful supply of bankers' bills. Another factor which has contributed materially to thr weakness of exchange, of course, is the higher rates for both call and time money

higher rates for both call and time money at this centre, although at the close of business yesterday there was an easing off in the call money rates from +>2 to 2>2 per cent.

In banking quarters yesterday it was stated that at the present rate of exchange the margin of profit on importations of gold was yery small it indeed there was gold was very small, if, indeed, there was any profit at all. In fact, one competent authority on exchange said that at the ruling rate for sterling it would cost \$1,500 to bring over gold to the amount of \$1,000, 000. There was considerable difference of opinion expressed as to whether gold im-000. There was considerable difference of opinion expressed as to whether gold imports would continue, but the general impression was that they would not. Up to the close of business yesterday the re-port that arrangements for further gold

port that arrangements for further gold importations were pending had not been confirmed.

London advices were to the effect that o avert further withdrawit London advices were to the effect that to avert further withdrawals of gold the Bank of Ergiand might possibly advance its discount rate to 5 per cent. It was pointed out, however, that in view of the higher rates for sterling at Paris and Berlin gold would be more likely to come eventually from either of those cities than from the English capital.

Money for moving the crops was in de-

LOUISVILLE AND NASHVILLE

- 1	1903.			anges.
	Gross earnings\$3,125,344 Oper. expenses 2,123,336	\$2,888,119 1,951,869		
I	Net earnings\$1,002,008 From July 1 to Sept. 30:	\$936,750	Inc.	\$65,258
I	Gross earnings\$9,167,515 Oper, expenses 6,484,028	\$8,369,256 5,801,532		
I	Net earnings \$2,732,587			\$164,863
İ	The Denver and Rio Gra- including the Rio Grande September:	nde Railro	ad Co	mpany,

including the Rio Grand	e Western,	rep	orts for
September:		**	
Gross earnings\$1,648,48	1902.	, Ch	anges.
Oper expenses 984.87			58.94
open capendon in box, or	000,100	140	00,01
Net earnings \$664,111	\$615,271		\$48,843
Other income 16,14	6,166	Inc.	9,978
Total income \$680,257	\$621,437	Inc	\$58 820
Ch'g's & taxes 834,808			12,878
Surplus \$345,452	\$200,510	Inc.	\$45.94
Renewal fund 10,000	10,000		V 10,010
Surplus \$335,452			
NASHVILLE, CHATTANO			
The Nashville, Chattano	September	Lou	is Rail
1903	. 1902.	Ch	anges.
Gross earnings\$831,8	76 \$746,983	Inc.	\$84,893
Oper. expenses 579,	798 516,618	Inc.	63 180
Net earnings \$252.	78 \$230.365	Inc.	\$21.718
Charges 149,			805
Sumilia \$100	04 070 070		

CHICAGO GREAT WESTERN The Chicago Great Western Rallway Company reports for the month of September:

1903. 1902. Changas.

Grossearnings. 5749.399 8076,944 Inc. \$72,455
Oper.expenses 529,285 468,160 inc. 61,125 Net earnings \$220,114 \$208,784 Inc. \$11,330 MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE.

The Minneapolis, St. Paul and Sault Ste. Marie.

The Minneapolis, St. Paul and Sault Ste. Marie.

Rallway Company reports for September:

1903. 1904. Changes.

Gross earnings. \$756,602 \$728,294 Inc. \$13,808

Oper. expenses. 305,706 \$21,734 Dec. 15,968 Net earnings . . . \$430,836 \$401,560 Inc. \$29,276 DULUTH, SOUTH SHORE AND ATLANTIC . The Duluth, South Shore and Atlantic Railway Company reports for September:

1903. 1902. Changes.

Gross earnings... \$239,412 \$241,617 Dec. \$2,205
Oper. expenses... 160,909 143,749 Inc. 17,220 Net earnings..... \$78,443 \$97,868 Dec. \$19,425 Other income...... 534 470 Dec. 64

Deficit.......... \$9,670 sur.\$19,690 Inc. \$29,860

MEXICAN CENTRAL.

The Mexican Central Railway Company reports | 1903. | 1902. | Changes. | Gross earnings. | \$2,020,346 | \$1,679.027 | Inc. | \$341,819 | Oper. expenses | 1,570,544 | 1,242,987 | Inc. | \$27,577 Net earnings. \$449.802 \$436,060 Inc. \$18.742 From Jan. 1 to Sept. 30: Gross earnings. \$18.622,308 \$15.170.637 Inc. \$3.451.671 Oper. expenses. 14.202,944 10.711.838 Inc. 3,491,106 Net earnings. \$4,419,364 \$4,458,799 Dec. \$39,435 ROCK ISLAND.

The Rock Island system reports for September 30: 1903. 1902. Changes.

Gross earnings... \$4,390,597 \$4,027,525 Inc. \$368,072

Oper. expenses
and taxes.... 8,015,457 2,368,513 Inc. 64,044 Net earnings.. \$1,875,140 \$1,659,012 Dec. \$283,872 Other income.... 63,610 251,155 Dec. 187,545 Total income. \$1,438,750 \$1,910,167 Dec. \$471,417 From July 1 to Sept. 30: From July 1 to Sept. 30: coss earnings. \$12,741,688 \$11,535,540 Inc.\$1,206,098 Oper expenses and taxes.... 8.870,255 6.681,034 Inc. 1.689,221 Net earnings.. \$4,871,383 \$4,854,506 Dec. \$483,123 Other income.... 187,001 452,398 Dec. 265,397 Total income. \$4,558,384 \$5,306,904 Dec. \$748,520 For the year ended June 30: \$44,376,620 Gross earnings. \$44,376,620 Oper. expenses. 28,059,165

FINANCIAL NOTES.

A. Frank Beales has been admitted as a general partner to the firm of H. K. Burras & Co. Edward D. Jones, formerly of Dow, Jones & Co., has been admitted as a general partner to the firm of Judson & Judson.

The Little Giant Fire Extinguisher Company at 54 and 55 South street made an assignment yesterday to Charles E. Fiske. Morgan Robertson is president. The company was incorporated in September, 1696, with a capital stock of \$500,000.

pany was incorporated in September, 1886, with a capital stock of \$500,000.

The Ajax Motor Vehicle Company of 220 West Thirty-sixth street has made an assignment to Charles G. Cornell. The company was incorporated in July, 1801, with a capital stock of \$10,000 and Alfred L. Simpson, was president.

A creditors' petition in bankruptcy has been filed against Charles Cross, John Cross and Margaret J. Gray (Cross & Gray), dealers in dry goods and fancy goods at 780 and 782 Amsterdam avenue. Liabilities, \$25,000.

Joseph Gerald de Polo has filed a petition in bankruptcy with liabilities, \$57,307 and nominal assets, \$1,500. The largest creditors are the American Exchange Bank, \$35,814, and the Western National Bank, \$17,014.

A creditors' petition in bankruptcy has been filed against Alfonso Simon, wholesale dealer in millinery at 43 Bond street.

GOSSIP OF WALL STREET.

A good many traders were "flat" on the market at the opening yesterday, and were en-couraged by technical conditions alone to take the bull side. The most prominent of these conditions was the scarcity of stocks. It was found easier to bid prices up than to put them down. Contrary to general ex-pectation, there was no clamor to take profits in the late afternoon, and prices closed generally at the highest. Owing to the highly professional character of the day's transactions this feature of the market occa-sioned considerable comment after the close A large proportion of the room crowd went home long of stocks, having displayed unusual confidence in committing themselves on the eve of an election holiday. The attendance on the floor of the Stock Exchange was very light, and about nine-tenths of the market, brokers estimated, was made in the board room by professional traders. There was no commission business to speak of There was throughout the day a absence of selling pressure, and stocks when offered were so readily taken that the early buyers concluded, apparently, to stand long of the market over the election

The professional stock market element, for some reason, was very bullish yesterday on McClellan's chance for the Mayoralty. McClellan tips came from every conceivable source. Brokers and traders who were supposed to represent in some way political hopes and attitudes were active on the long side of Brooklyn Rapid Transit, Metropolitan and American Ice-three stocks which Wall Street imagines would be benefited by a Tammany victory. American Ice preferred had a maximum advance of nearly 3 points. Brooklyn Rapid Transit was one of the most active speculative features of the market advancing 11/2 per cent. to 36% and closing within % of the highest. Metropolitan, on limited transactions, advanced 1% per cent. to 111%, the highest price of this present It was reported in the early forenoon by

some of the shrewdest brokers on the floor that the traders had the stocks and would probably try to unload on each other before The first part of this observation may have been literally correct, but, instead of trying to unload on each other, traders continued to buy the market right up to the close. "What do they do with the stocks they buy in so narrow and professional a market," one trader was asked after the close. "Well," he replied, "they buy them and then walk around, and presently they hear a b-o-o-o-ing over in one corner of the room, and rush over there to sell out When they offer their stocks they find there is somebody there to take them, and that stops them. If there was nobody there to take them, you see, they would sell, but as long as somebody seems to want their stocks they won't sell, like the man who went to a bank and said if they didn't have his money he wanted it, and if they had it he didn't

Brokers thought that they saw a good deal of manipulation in Wabash preferred. Taylor, Cutting & Co., Post & Flagg, Dominick & Dominick and Minzesheimer were prominent buyers in the forenoon. Dominick & Dominick took a good deal of stock around

Although United States Shipbuilding s curities have been listed on the Stock Exchange for a good while, there has been only one transaction in the common stock. ward Sweet & Co. sold 100 shares at \$1 a share

The Pennsylvania dividend was what everybody in Wall Street expected, but there had been some talk, emanating from Philadelphia, of its possible reduction to 2½ per cent. for the half year. The local trading element is inclined to be bullish on the stock if for no other reason than that a considerable short interest is believed to exist. It advanced rather easily yesterday, brokers thought, short covering on a small scale contributing to its strength. A division of the Western contingent is understood to be bearing the stock. The junior member of one of the larger Western houses makes no secret of his bearish attitude on Pennsylvania and its controlled properties. There was some West-ern selling yesterday in Baltimore and Ohio.

De Witt & Co. and Pearl & Co. bought Sugar on the advance in the afternoon. Carlisle was reported to be selling stock on a scale up.

Subscribers to the underwriting of the Surplus......\$102,496 \$79,978 Inc. \$22,518 | sylvania by Kuhn, Loeb & Co. have been notified that one-half the amount applied for will be allotted to them.

The supply of stocks in the loan crowd yesterday afternoon was in excess of the demand, from which it was inferred that the floating short interest had been materially reduced. There are some very capable judges of market conditions, however, whose sources of information alone would entitle their opinions to respect, who insist that the unrevealed short interest is as large as at any time this year. It is asserted that the market is being nursed against a number of big shorts, whose commitments are known to the forces now in control of the market, and that the shorts are in a serious dilemma. They are afraid to bid for stocks lest they expose themselves, and afraid to essay operations against the market lest they lose more stocks and only make themselves more vulnerable. It is true, the tape showing it clearly, that recent efforts to dislodge stocks have been futile. On these premise are based many bullish theories of the market

One observer describes the conditions now prevailing as the reverse of those that pre-vailed when the market was going down Then the sellers stood around in every crowd waiting to fill bids, whereas now the lie in wait to take stocks as they are offered Formerly sellers feared to offer stocks for fear of breaking the market, whereas now buyers are afraid to bid for them for fear of advancing prices. This critic divides his anxious buyers into two classes-those who want stocks they should have and those who want stocks they must have. The for mer class is composed of those who sold stocks which they were not supposed to sell at much higher prices and desire now to replace them as cheaply as possible, and the second class, of course, is composed of shorts who must get back their short stocks at some price.

The bull crowd in Atchison got the stock up to 67% and then found that about 10,000 shares would be for sale at 68. The offerings at that price were very heavy. Several times lately brokers have had occasion to comment upon the fact that a lot of Atchis seems to be for sale on the bulges. The same thing was reported last week, however, when the stock was being bulled across 67. The offerings on that level were quietly cleaned

"I want you to put this in the paper," said a broker, yesterday, who seemed to be disgusted about something. "It shows what filmsy arguments sometimes count in here. I have been told two or three times to-day by traders that Brooklyn Rapid Transit is a purchase because the fire at Coney Island will cause this winter's traffic to that place to be heavier than usual, due, I am to suppose, to the transportation of the workmer who rebuild what was destroyed."

The head of a Western wire house, who spends a good deal of his time in Chicago, telegraphed from that city yesterday the following observations on money market conditions in the West: "The demand from the Southwest in the last two weeks has been naturally heavy on account of the trouble in St. Louis. That city seems to be in good shape again, and probably has more money on hand at present than it will actually require. The towns which ordinarily look to St. Louis for their cash have, under the existing circumstances, been calling on Chicago for money, and in talking with the banks here I find that they all dwell particularly on this fact, that the Southwest has been the one point to which they have been shipping funds. I should say that up to date the calls for crop moving purposes have been much below normal. It is pretty generally expected that the Northwest will

require funds within the next two weeks, but the banks here in Chicago do not anticipate

anything like the usual demand." It was insisted by bullish traders yesterday that the beginning of gold importations materially changed the aspects of the monetary situation. They were particularly impressed by the fact that the initiative was taken by the National City Bank. This feature of the transaction was made the basis of more or less plausible speculation as to the attitude of the so-called Standard Oil interests. The inference was that these interests are friendly to the stock market, although apparently they are not actively bullish. It will be seen that in the calculations of the speculative tribe it makes a difference by whom the gold is imported.

CROP CONDITIONS.

October Weather Generally Favorable for Farming Operations. WASHINGTON, Nov. 2 - The monthly sum-

mary of crop conditions, issued to-day by the Weather Bureau, says: As a whole, the month averaged mild and was generally favorable for farming operations, although ploughing and fall seeding were delayed on account of dry soil in portions of the central Mississippi and Ohio valleys, and late crops in the central and east Gulf States suffered from central and east Gulf States suffered from drought. The Middle Atlantic States ex-perienced abnormally heavy rains and very high winds, causing damaging freshets in northern New Jersey and southeastern New York. Heavy and killing frosts oc-curred in the central and east Gulf and South Atlantic States from the 25th to the 28th, with freezing temperatures as far south as the northern portions of Missouth as the northern portions of Mis-sissippi, Alabama, Georgia and South

The month was generally favorable for cotton picking, which work is nearly com-pleted over a large part of the central and eastern districts of the cotton belt, and is progressing rapidly in Arkansas, Okla-homa and northeastern Texas, where much homa and northeastern Texas, where much of the crop remains to be gathered.

In the central Gulf States, Ohio Valley and States of the middle Rocky Mountain slope the absence of rain has materially interfered with fall seeding and the germination of sown grain. In the Missouri Valley, Lake region and Middle Atlantic States ploughing and seeding have been carried on under favorable conditions and germination has been satisfactory.

NEW SWISS TRUST CO.

To Handle American Railroad Securities -Bankers Interested.

The banking house of Kuhn, Loeb & Co. has been requested to act in an advisory capacity to a trust company just organized in Switzerland for the handling of American railroad securities. The Switzerland com-pany has headquarters in Basel, and the European firms participating are under-stood to be Speyer, Ehinger, Paravicini and Sarasin, in company with a number of Berne banks. The capital of the company, it is said, will be \$1,000,000, and \$1,500,000 in

OCEAN STEAMERS.

DOMINION LINE Fastest Twin Screw Steamers. Boston to Queenstown and Liverpool

GIBRALTAR,
MARSEILLES,
MARSEILLES,
MAPLES,
MOPPLES,
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Cretic Dec. 10—Cymric Dec. 25
Apply to 9-11 or 73 Broadway, N. Y.



November 17, for Luxor, Assouan, etc. The demand for accommodation is brisk, making it necessary to promptly

THOS. COOK & SON, 261 & 1185 Broadway, 649 Madison Ave., cor. 60th St. | YORK.

Hamburg-American. Bi-Weekly Twin Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
*Molike... Nov. 7, 3 PM | Belgravia, Nov. 14, 1 PM
Deutschi'd, Nov. 12,1 AM | Pennsylvania Nov21,8 AM
*Have grill room and gymnasium on board.

Mediterranean Service New York—Naples—Genoa.

By superb new Twin Screw Steamers.

First Cabin 860, 875, 890, Upward.

According to Steamer. S. S. Deutschland to Italy. LESS THAN 8 DAYS TO NAPLES.

By the PRINZESSIN VICTORIA LUISE, 412 months trip, \$1,125 upward. HAMBURG-AMERICAN LINE. Offices, 35 & 37 Broadway. Piers, Hoboken, Winter Tours

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OF THE HAMBURG-AMERICAN LINE DURING JANY., FEB., MARCH. To the Orient,

to the West Indies y palatial twin-screw steamers. Cruises of 25 to 74 days' duration, costing from \$200 to \$450 upward, Send for Hooklets, Bept. A.-No. 4.

HAMBURG-AMERICAN LINE

35-37 BROADWAY, N. Y. Philadelphia office, 1229 WALNUT ST. NORTH GERMAN LLOYD S. S. CO. PAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Kronprinz..Nov. 8, 3 PM | Evonprinz, Dec. 1, 1 PM
K. Wm. II., Nov. 17, 2 PM | K. Wm. II., Dec. 15, 1 PM
Kalser...Nov. 24, 10 AM | Kronprinz, Jan. 5, 7 AM
OELRICHS & CO., 5 BROADWAY, N. Y.

WHITE STAR LINE. leterian. Nov. 3, 3 P.M. | Majestic ... Nov. 11, noon edric ... Nov. 4, 3:30 P.M. | Celiic Nov. 18, noon Pier 48, North River. Office, 9 Broadway, New York

FINANCIAL.

ELECTION RETURNS For the convenience of our customers and the friends, our branch office at 28 WEST 33d STREET

will remain open on election night and elect returns will be received there.

W. E. WOODEND & CO., BANKERS AND BROKERS, Members N. Y. Consolidated Stock Exchange.
BROAD EXCHANGE BLDG., 25 BROAD ST.
STOCKS, BONDS, GRAIN AND COTTON,
CITY (28 West Thirty-third street.
BRANCHES) Temple Bar Bidg., Brooklyn.
Daily Market Letter and Weekly Review Issued.

RAILROADS.

Pennsylvania RAILIROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street

tation, except where otherwise noted.

7:55 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicage, Indianapolis and Dining Cars. For Chicage, Indianapolis and Louisville.

9:55 A. M.—ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment. Cars. For Chicago, Cleveland, Toledo and Detroit.

1:56 P. M.—CHICAGO AND ST.LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

ville), Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M.—ST. LOUIS EXPIRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandah Valley Route.)

5:55 P. M.—WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7:55 P. M.—PACIFIC EXPRESS.—For Pittsburg, and Chicago. For Knoxville dally, via Shenandah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M.—CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati,

Indianapolis and St. Louis.

WASHINGTON AND THE SQUTH.

7:55, 8:25, 9:25, 10:10 (Desbrosses and Cortlandt Streets, 10:20), 10:55 a. m., 12:55, 2:10 (Desbrosses and Cortlandt Streets, 10:20), 10:55 a. m., 12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars), 8:25, 4:25, 2:5, 10:55 a. m., 12:10 night. Sunday, 8:25, 9:25, 10:55 a. m., 12:35 (3:25 "Congressional Limited," all Parlor and Dining Cars), 3:26, 4:25, 6:25 (Desbrosses and Cortlandt Streets, 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily.

ATLANTIC COAST LINE,—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 8:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.

FOB OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:55 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 a. m., 12:10, 3:25, 4:10 and 4:55 p. m. week-days. Sundays, 9:25 a. m. and 4:55 p. m. (from Deshrosses and Cortlandt Streets), 9:00 a. m., 12:20, 3:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:45 a. m., 5:00 p. m.

days, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 7:55, 7:55, 8:25, 8:35, 9:25 (9:55 St. Louis Limited), 9:10:10 (Desbrosses and Cortlandt Streets, 9:10:20), 10:25 (Penna. Limited), 9:10:55, 11:55, a. m. 12:55, 11:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, 8:55, 4:25, 4:25, 4:26, 4:36 (4:55 Chicago Limited for Germantown Jct. only), 9:55, 6:55, 7:55, 8:25, 8:25, 9:25 p. m., 12:10 night week-days. Sundays, 6:06, 7:555, 8:25, 9:25, 9:55 (St. Louis Limited), 9:55, 10:25 (Penna. Limited) 9:0:55, a. m., 12:15, 3:25, 3:55, 4:25 (4:55 Chicago Limited for Germantown Jct. only), 4:55, 5:55, 7:55, 8:25, 9:25 p. m., 12:10 night.

only), *4:55, *5:55, 7:55, 8:25, 8:25, 9:25 p. m., 12:10 night.

*Dining car.

Ticket offices, Nos. 461, 1854, 113 and 261 Broadway; 182 Fifth avenue (below 23d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above; Brooklyn, 4 Court Street, 860 Fulton Street, 890 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. tion.
Telephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.
W. W. ATTERBURY,
Gen. Manager.
GEO. W. BOYD,
General Passenger Agent.
10-8-1963.

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sts.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo, Chicago and St. Louis.

11:46 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Seranton and Plymouth.

6:10 P. M.—For Buffalo and Chicago.

18:46 P. M.—For Buffalo and Chicago.

18:46 P. M.—For Chicago—Sleepers open 6 P. M.

Tickets 167, 429, 1188 Broadway, N. Y.; 338 Fulton

st., Brooklyn. *Daily. †Except Sunday.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGL Class, \$75 and \$80 upward, according to date of sailing.

OSTON OUEENSTOWN. SERVICE.

Itc. Dec. 10—Cymric. Dec. 25

Apply to 9-11 or 73 Broadway, N. Y.

"COOK" and in NILE

The season opens in November, 2nd the first steamer leaves Cairo, November and the first steamer leaves care and the first steamer leaves care and the steamer leaves care and the steamer leaves care and the steamer
PEOPLES LINE

FOR ALBANY ADIRONDACK OR DEAN RICHMOND icaves Pier 32, N. R., foot Canal St., at 6 P. M. weed days, connecting with trains (Sunday Included) for points North, East and West. Excursion, \$2.50.

necessary to promptly secure either staterooms, special steamers or dahabeahs as required.

JOY ONLY \$1.50

INE Past elegant steamers leave New York every week day at 5 P. M. from Pier 35, east River, foot Catharine st. 'Phone 800 Orchard.

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east, Sunday steamers touch at Albany. Catskill, Hudson and Coxsackie.

Soats every week day at Six P. M. from Pier 48, OCEAN STEAMERS.

AMERICAN LINE NEW YORK—SOUTHAMPTON—LONDON.
Phila... Nov. 7, 9:30 AM | New York Nov.21, 9:30 AM | St.Paul. Nov. 28, 9:30 A M | St.Paul. Nov. 28, 9:30 A M | St.Louis, Nov. 14, 9:39 A M | St.Paul, Nov. 28, 9:30 A M | St.Paul, Nov. 2

RED STAR LINE. NEW YORK—ANTWERP—PARIS.
Finland Nov. 7, 10:30 AM | Krini'd, Nov.21, 10:30 AM | Vaderi'd, Nov.14, 10:30 AM | Zegland, Nov. 28, 10:30 AM | Pers 14 and 15, N. R. Office, 73 Broadway, N. Y.

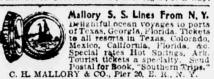
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Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghal and Hong Kong.
Steamers leave San Francisco at 1 A. M.
 America Maru.
 Nov. 10
 Hongkong Maru.
 Dec. 3

 Korea.
 Nov. 18
 China.
 Dec. 12

 Gaelle.
 Nov. 25
 Dorle.
 Dec. 22
 For freight, passenger and general information apply at 348 Broadway, or 1 Broadway, Washington Bidg., and 287 Broadway, N. Y. City.

CUNARD LINE. TO LIVERPOOL VIA QUEENSTOWN. Carpathia, Nov. 24, 10 AM | Aurania Dec. 8, 10 AM Carrying cabin and steerage passengers.
From Piers 51-52, North River.
VERNON H. BROWN & CO., Gen. Agts., 29 B'way.



ANCHORLINE. Glasgow and Londonderry. Ethopia...Nov. 7, noen Furnessia...Nov. 28, noon Columbia...Nov. 16 8 PM Astoria....Dec. 5, 10 AM Second cabin, \$55 and up; third class, \$26 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B'way, N.Y. OLD DOMINION LINE

For Old Poins Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. O., and ontire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day 45 P. M. H. B. WALKER, Vice-President & Tramog Manager. ATLANTIC TRANSPORT TINE. NEW YORK-LONDON DILECT.

RAILROADS. NEWYORK & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

Via Niagara Palis

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:
North and west bound trains, except those leaying at 8:30, 11:30 A. M., 245, 3:30, 8:15. 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—*SMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54 A. M.—*SYRACUSE LOCAL.—Stops at all important stations.

8.30 A. Al.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Miagara Falls 5:31 P. M.

8.45 A. M.—*FAST MAIL.—24 hours to Chicape Due Buffalo 7:10, N. agara Falls 8:07,

10.30 A. M.—*DAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

11.30 A. M.—*LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—*SULFALO LIMITED.—Due Buffalo 1:00 P. M., Nayara Falls 1:25 P. M.

10.00 P. M.—*SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:20 A. M., St. Louis 6:43 P. M. and day;

10.01 P. M.—*CHICAGO LIMITED.—24 hours to Chicago via Lake Shore. 24:5 via M. C.

2.45 P. M.—*The 20th CENTURY LIMITED.—26. hour train to Chicago via Lake Shore. 24:5 via M. C.

2.45 P. M.—*The 20th CENTURY LIMITED.—26. hour train to Chicago via Lake Shore. 24:5 via M. C.

2.45 P. M.—*ALBANY AND TROY EXPRESS.—Local stops.

4.00 P. M.—*ALBANY AND TROY EXPRESS.—Due Cleveland 7:03 A. M., Cincinnati, 1:30, Indianapolis 8:10, Chicago 6:30, St. Louis 9:45 P. M.—*ALBANY AND TROY EXPRESS.—Due Cleveland 7:03 A. M., Cincinnati, 1:30, Indianapolis 8:10, Chicago 6:30, St. Louis 9:45 P. M.—*ALBANY AND TROY EXPRESS.—Due Cleveland 7:03 A. M., Cincinnati, 1:30, Indianapolis 8:10, Chicago 6:30, St. Louis 9:45 P. M.—*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.

7.00 P. M.—*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.

7.00 P. M.—*SPECIAL MAIL LIMITED.—Sieeping car only for Rochester.

9.15 P. M.—*SOUTHWESTERN SPECIAL

9.26 P. M.—*SOUTHWESTERN SPECIAL

9.27 P. M.—*SOUTHWESTERN SPECIAL

9.28 P. M.—*SOUTHWESTERN SPECIAL

9.29 P. M.—*SOUTHWESTERN SPECIAL

9.30 P. M.—*SOUTHWESTE

9.30 P. M.—*PACIFIC EXPRESS.—Chicago 44 hours by M. C. 33 hours by L. S.
P. M.—*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Bufalo, Detroit, Chicago and St. Louis. †Except Sunday. †Except Monday. HARLEM DIVISION. HARLEM DIVISION.

9:06 A. M. and 3 85 P. M. daily, except Sunday, to Pittsfield and North Adams; Sundays at 9:30 A. M. Puliman cars on all through trains. Trains illuminated with Pintsch light. Ticket offices at 167, 261, 415 and 1216 Broadway, 25 Union ag. W. 275 Columbus av., 133 West 125th st., Grand Central and 125th st. stations, New York; S88 and 726 Fullon st., and 106 Broadway, Brooklyn. Telephone "900 8sth Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

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NEW YORK AND BOSTON. Via Springfield and the BOSTON AND ALBANY RAILROAD. BOSTON AND ALBANY RAILROAD,
Trains leave 19:02 A. M., 12:00 noon, *4:00 F. M.,
*11:00 P. M.
Tickets at New York Central ticket offices, 167,
415 and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Manager.
Gen'l Pass'r Agent.

WEST SHORE R. R.

(New York Central & Hudson River R. R., Lessec.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R. *7.00 A.M.—For intermediate noints to Albany. *11.20 A.M.—(1) Hudson and Mohawk Express. *1.50 P.M.—Cont. Lim., for Detroit, Chl. & St. Louis. *2.45 P.M.—(2) For Hudson River points and Albany. *3.45 P.M.—(2) For Hudson River points and Albany. *3.65 P.M.—For Roch., Buffalo, Detroit & St. Louis. *5.00 P.M.—For Roch., Buffalo, Detroit & St. Louis. *0.15 P.M.—For Syra, Roch., Niag, Falis, Det. & Chl... *Dally. *10.18 P. St. A. M. (2) at 71.35 P. M. Time tables at Principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH. C. E. LAMBERT, Gen'l Manager.

New York and Boston All Rail. N. Y., N. H. & H. R. R. and connections. From Grand Central Station.

N. Y., N. H. & H. R. R. afid connections.

From Grand Central Station.

By way of Section 1. Station.

By way of Section 1. Section

Return service same hours and by same route. C. T. HEMSTEAD, Gen. Pass. Agt. READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry. (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEW, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 0:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:90, 6:30 P. M. WILKESBARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:50 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:90, *0:19 A. M., 1:30, (8:40, 4:30, Lakewood and Lakehurst only), 5:00 P. M. Sundays, 9:40 A. M., 1:340 P. M. Sundays, 9:40 A. M., 1:340 P. M. VINELAND CHIP—*0:30 A. M., 13:40 P. M. VINELAND AND BRIDGETON—12:30 A. M., 1:30 P. M. 11:30 P. M. LONG BRANCH. ASBURY PARK. OCEAN GROVE. POINT PLEASANT AND SEA-SHORE POINTS—2100, 8:39, 11;30 A. M., 5:33, 4:45, 5:39, 6:30 (11:50 Asbury Park only) P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00 P. M. P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00 P. M.

PHILADELPHIA — READING TERMINAL — 4:25, 17:00, 18:00, 19:00, 11:00, 11:30, 4:20, 17:00, 19:00, 11:00, 11:30, 4:25, 17:00, 18:00, 19:00, 19:00, 16:00, 17:00, 19:00, 19:00, 17:00, 19:00 P. M., 12:15 Mdt.

24TH AND CHESTNUT STREETS—4:25 18:30, 10:30, 11:45 A. M., 1:00, 13:40, 5:00, 7:00, 19:25 P. M., 12:15 Mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—18:00, 24:25, 18:00, 19:10 (10:00, 11:00 A. M. Reading only), 19:100, 19:100, 19:00 P. M. Reading, Pottsville and Harrisburg only, 14:00, 15:00 P. M. Reading, 19:10 (10:00, 11:00 A. M. Reading, 19:10 (10:00, 11:00 A. M. Reading, 19:10 M. 19:10 M. 19:10 (10:00, 11:00 A. M. Reading, 19:10 M. 19:1

ROYAL BLUE LINE.

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.
Leave South Perry. Liberty St. Ferry.

Balto.-Washington. 10:25 AM 10:36 AM Builet Balto.-Washington. 11:25 AM 11:35 AM Builet Balto.-Washington. 11:25 AM 11:35 AM Diner Balto.-Washington. 12:55 PM 13:09 PM Diner Balto.-Washington. 12:55 PM 13:09 PM Diner Balto.-Washington. 16:55 PM 7:00 PM Builet Balto.-Washington. 12:10 nt. 12:15 nt. Sleeperd Dalty. 10:219, except Sanday. 4Sunday ont. Offices: Liberty St. Ferry. South Perry. 6 Astor House. 167, 261, 434, 13:00, 13:54 Broadway. 18; Plifth Av., 25 Union Square West, 133 East 12:5th St., 273 West 12:5th St., 245 Columbus Av., New York, 273 West 12:5th St., 245 Columbus Av., New York, 273 West 12:5th St., 245 Columbus Av., New York, 273 West 12:5th St., 245 Columbus Av., New York Transfer Co. calls for and checks baggage to destination. BALTIMORE AND OHIO RAILROAD

LEHICH VALLEY.

Foot of West.23d.A. Cortlandt and Descress Sta. B. Dafly. † Except Standay. Sunday changes: d12.45, e8.00, n5.25, x5.45. Mauch Chunk Local 17.10 AM 18.10 AM 18.

EXCURSIONS.

Limited amount of stock of established manufacturing company shares \$50.00 each, for sale; not over 40 shares to any one party. For particulars address MANUFACTURER, box-127 Sun office.

Menominee, Nov.7.9A.M. Mint'apolis, Yov.21, 7A.M. OCEAN ROUTE to FLORIDA and the SOU OCEAN ROUTE to FLORIDA AND OCEAN ROUTE TO FLORIDA